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[WHOLE No. 125.]

MISCELLANY.

From the American Journal of Science and Arts.

Notice of the Electro-Magnetic Machine of Mr. Thomas Davenport, of Blanden, near Rutland, Vermont.

Many years have passed since motion was first produced by galvanic power. The dry columns of De Luc and Zamboni caused the vibration of delicate pendulums and the ringing of small bells for long periods of time, even several years, without intermission.

In 1819-20, Professor Oersted, of Copenhagen, discovered that magnetism was evolved between the poles of a galvanic battery. Professor Swigger, of Halle, Germany, by his galvanic multiplier, succeeded in rendering the power manifest, when the galvanic battery was nothing more than two small wires, one of copper and the other of zinc, immersed in as much acidulated water as was contained in a wine glass. The power thus evolved was made to pass through many convolutions of insulated wire, and was thus augmented so as to deflect the magnetic needle sometimes even 90°. Professor Moll, of Utrecht, by winding insulated wire around soft iron, imparted to it prodigious magnetic power, so that a horse shoe bar, thus provided, and connected with a galvanic battery, would lift over one hundred pounds. About the same time, Mr. Joseph Henry, of Albany, now Professor Henry, of Princeton College, by a new method of winding the wire, obtained an almost incredible magnetic force, lifting six or seven hundred pounds, with a pint or two of liquid, and a battery of corresponding size; nor did he desist, until, a short time after, he lifted thousands of pounds by a battery of larger size, but still very small, (1830.)

This gentleman was not slow to apply his skill to the generation of motion; and a successful attempt of his is recorded in this journal. A power was thus applied to the movement of a machine, by a beam suspended in the centre, which performed regular vibrations in the manner of a beam of a steam engine. This is the original application from which have sprung, or at least to which have succeeded, several similar attempts, both in this country and in Europe. A galvanic machine was reported to the British Association in 1835, by Mr. McGauley, of Ireland, and he has renewed his statements of successful experiments at the late meeting at Bristol. Mr. Sturgeon, of Woolwich, England, also reports a galvanic machine in use on his premises for pumping water, and for other mechanical purposes.

But I believe that Mr. Davenport, named at the head of this notice, has been more successful than any other person in the discovery of a galvanic machine of great simplicity and efficiency. Having been recently invited to examine a working model, in two varieties of form, and to report the result, I shall now attempt nothing more than a general description, such as may render intelligible the account I am about to give.

1. The Rotary Machine, composed of revolving electro-magnets, with fixed permanent magnets.

This machine was brought to New Haven, March 16th, 1837, by Mr. Israel Slade, of Troy, N. Y., and by him set in motion for my examination. The moving part is composed of two iron bars, each placed horizontally, and crossing each other at right angles. They are both five and a half inches long, and they are terminated at each end by a segment of a circle made of soft iron; these segments are each three inches long in the cord line, and their position, as they

are suspended upon the ends of the iron bars, is horizontal.

This iron cross is sustained by a vertical axis, standing with its pivot in a socket, and admitting of easy rotation. The iron cross-bars are wound with copper wire, covered by cotton, and they are made to form, at pleasure, a proper connexion with a small circular battery, made of concentric cylinders of copper and zinc, which can be immersed in a quart of acidulated water. Two semicircles of strongly magnetized steel form an entire circle, interrupted only at the two opposite poles; and within the circle, which lies horizontally, the galvanized iron moves in such a manner that its iron segments revolve parallel and very near to the magnetic circle, and in the same plane. Its axis at its upper end, is fitted by a horizontal cog-wheel to another and larger vertical wheel, to whose horizontal axis a weight is attached, and raised by the winding of a rope. As soon as the smallest battery, destined to generate the power, is properly connected with the machine, and duly excited by diluted acid, the motion begins by the horizontal movement of the iron cross, with its circular segment or flanges. By the galvanic connexion, these crosses and their connected segments are magnetized, acquiring north and south polarity at their opposite ends, and being thus subjected to the attracting and repelling force of the circular fixed magnets, a rapid horizontal movement is produced, at the rate of two hundred to three hundred revolutions in a minute, when the small battery was used, and over six hundred with a calorimeter of large size. The rope was wound up with a weight of fourteen pounds attached, and twenty-eight pounds were lifted from the floor. The movement is instantly stopped by the breaking of the connexion with the battery, and then reversed by simply interchanging the connexion of the wires of the battery with those of the machine, when it becomes equally rapid in the opposite direction.

The machine, as a philosophical instrument, operates with beautiful and surprising effect, and no reason can be discovered why the motion may not be indefinitely continued.

2. Rotating Machine, composed entirely of electro-magnets both in its fixed and revolving members.

A machine of this construction has been this day, March 29, 1837, exhibited to me by Mr. Thomas Davenport himself, who came from New York to New Haven for that purpose.

It is the same machine that has already been described, except that the exterior fixed circle is now composed entirely of electro-magnets.

The entire apparatus is therefore constructed of soft unmagnetic iron, which being properly wound with insulated copper wire, is magnetized in an instant by the power of a very small battery.

The machine is the identical one used before, except that the exterior circle of permanent magnets is removed, and in its place is arranged a circle of soft iron, divided into two portions, to form the poles.

These semicircles are made of hoop iron, one inch in width, and one eighth of an inch in thickness. They are wound with copper wire insulated by cotton—covering about ten inches in length on each semicircle, and returning upon itself, by a double winding, so as to form two layers of wire, making on both semicircles about one thousand and five hundred inches.

The iron was not wound over the entire length of one of the steel semicircles; but both ends were left projecting, and being turned inward, were made to conform to the bend of the other part; each end that is turned inward and not wound is about one third

of the length of the semicircle. These semicircles being thus fitted up, so as to become, at pleasure, galvanic magnets, were placed in the same machine that has been already described, and occupied the same place that the permanent steel magnets did before. The conducting wires were so arranged, that the same current that charged the magnets of the motive wheel, charged the stationary ones placed around it, only one battery being used. It should be observed that the stationary galvanic magnets thus substituted for the permanent steel ones were only about half the weight of the steel magnets. This modification of the galvanic magnet is not, of course, the best form for efficiency; this was used merely to try the principle, and this construction may be superseded by a different and more efficient one. But with this arrangement, and notwithstanding the imperfection of the mechanism of the machine, when the battery, requiring about one quart of diluted acid to immerse it, was attached, it lifted sixteen pounds very rapidly, and when the weight was removed, it performed more than 600 revolutions per minute.

So sensible was the machine to the magnetic power, that the immersion of the battery one inch into the acidulated water, was sufficient to give it rapid motion, which attained its maximum when the battery was entirely immersed. It appeared to me that the machine had more energy with the electro-magnets than with those that were permanent; for, with the smallest battery, whose diameter was three inches and a half, its height five inches and a half, and the number of concentric cylinders three of copper and three of zinc, the instrument manifested as great power as it had done with the largest batteries, and even with a large calorimotor, when it was used with a permanent instead of a galvanic magnet. With the small battery, and with none but electro or galvanic magnets, it revolved with so much energy as to produce a brisk breeze, and powerfully to shake a large table on which the apparatus stood.

Although the magnetization of both the stationary and revolving magnets was imparted by one and the same battery, the magnetic power was not immediately destroyed by breaking the connexion between the battery and the stationary magnet: for when this was done, the machine still performed its revolutions with great, although diminished, energy; in practice this might be important, as it would give time to make changes in the apparatus without stopping the movement of the machine.

Conclusions.

1. It appears then, from the facts stated above, that electro-magnetism is quite adequate to the generation of rotary motion.
2. That it is not necessary to employ permanent magnets in any part of the construction, and that electro-magnets are far preferable, not only for the moving, but for the stationary part of the machine.
3. That the power generated by electro-magnetism may be indefinitely prolonged, since, for exhausted acids, and corroded metals, fresh acids and batteries, kept always in readiness, may be substituted, even without stopping the movement.
4. That the power may be increased beyond any limit hitherto attained, and probably beyond any which can be with *certainly* assigned—since, by increasing all the members of the apparatus, due reference being had to the relative proportionate weight, size, and form of the fixed and moveable parts—to the length of the insulated wires and the manner of winding them—and to the proper size and construction of the battery, as well as to the nature and strength of the acid or other exciting agent, and the manner of connecting the battery with a machine, it would appear certain that the power must be increased in the same ratio, which experience must ascertain.
5. As electro-magnetism has been experimentally proved to be sufficient to raise and sustain several thousand pounds, no reason can be discovered why,

when the acting surfaces are, by skillful mechanism, brought as near as possible, without contact, the continued exertion of the power should not generate a continued rotary movement, of a degree of energy inferior indeed to that exerted in actual contact, but still nearly approximating to it.

6. As the power can be generated cheaply and certainly—as it can be continued indefinitely—as it has been greatly increased by very simple means—as we have no knowledge of its limit, and may therefore presume on an indefinite augmentation of its energy, it is much to be desired that the investigation should be prosecuted with zeal, aided by correct scientific knowledge, by mechanical skill, and by ample funds. It may, therefore, be reasonably hoped, that science and art, the handmaids of discovery, will both receive from this interesting research a liberal reward.

Science has thus most unexpectedly placed in our hands a new power, of great but unknown energy.

It does not evoke the winds from their caverns; nor give wings to water by the urgency of heat; nor drive to exhaustion the muscular power of animals; nor operate by complicated mechanism; nor accumulate hydraulic force by damming the vexed torrents; nor summon any other form of gravitating force; but by the simplest means—the mere contact of metallic surfaces of small extent, with feeble chemical agents—a power, every where diffused through nature, but generally concealed from our senses, is mysteriously evolved, and by circulation in insulated wires, it is still more mysteriously augmented a thousand and a thousand fold, until it breaks forth with incredible energy; there is no appreciable interval between its first revolution and its full maturity, and the infant starts up a giant.

Nothing since the discovery of gravitation, and of the structure of the celestial system, is so wonderful as the power evolved by galvanism—whether we contemplate it in the muscular convulsions of animals, the chemical decompositions, the solar brightness of the galvanic light, the dissipating, consuming heat, and, more than all, in the magnetic energy which leaves far behind all previous artificial accumulations of this power, and reveals, as there is full reason to believe, the grand secret of terrestrial magnetism itself.

B. S.

NEW HAVEN, March 31, 1837.

Claim of Thomas Davenport.

In the words of the patent taken out, this invention "consists in applying magnetic and electro-magnetic power as a moving principle for machinery, in the manner described, or in any other substantially the same in principle."

"Mr. Davenport first saw a galvanic magnet in Dec. 1833, and, from the wonderful effects produced by suspending a magnet of 150 lbs. from a small galvanic battery, he immediately inferred, without any knowledge of the theory of the experiments of others, that he could propel machinery by galvanic magnetism. He purchased the magnet, and produced his first rotary motion in July, 1834. In July, 1835, he submitted his machine to Professor Henry, of Princeton, N. J., also without any knowledge of Professor Henry's experiments in producing a vibratory motion. From this gentleman he received a certificate testifying to the originality and importance of the invention."

Mr. Davenport is, by occupation, a blacksmith, with only a common education, but with uncommon intelligence—his age is about thirty-five. Mr. Ransom Cook, of Saratoga Springs, is associated with Mr. Davenport, and has rendered essential service by the improvements he has made in the machine, and by his assistance in bringing the subject before the public in the most effectual way. Arrangements have been made to take out the patent in Europe.

P. S.—The proprietors are constructing a machine of seven inches in diameter, and also one of two feet in diameter. Galvanic magnets will be used as the moving and stationary magnets of each.

MOUTHS OF THE MISSISSIPPI.

NEW ORLEANS, May 8, 1837.

To the Editor of the Commercial Bulletin:

SIR—I have gathered from the public journals the information that Congress has made an appropriation of a sum of money, to be disbursed for the expediency of deepening and forming a good ship channel out of the river Mississippi, and I take the liberty to venture, through the medium of your commercial paper, to submit to my fellow citizens the substance of the result of my experience and observations, collated as well as investigated, during my residence as United States Boarding Revenue Officer, at the South West pass, during three years, ending August, 1833.

It was penned, to be sure, five years ago, with an intention to be addressed to Martin Gordon, Esq., the then collector of customs; but the intervening circumstances of his visit to my dwelling at the pass, to locate a light house, afforded me an opportunity to communicate verbally with him, and the subject met his full concurrence—nevertheless, I still hope the exposition of my observations may prove of some interest, and perhaps ultimate use to the merchants of this city.

Sir, with esteem, your ob't serv't.

WM. McCULLAGH.

A few concomitant observations I then made, perhaps may be thrown in seeming support of positions to the shipping community; they are very brief.

First—The South West Pass now absolutely discharges more water than all the other passes put together.

Secondly—The South Pass was formerly the only outlet, but being now too shallow, and besides, being composed of hard sandy bottom, precludes the possibility of its being at all deepened. By the way, as regards this Pass, it is plainly shown to demonstration, the inconceivable change of this river, by the immense growth of sturdy willows there of several hundred years growth, that it was not long ago the pristine outlet of western America. Indeed, the herbage has scarcely taken root at any of the other passes.

Thirdly—Inasmuch as the river outlets extend ten leagues to sea, a dredging machine is unfit to storm wind and wave, (where, to my certain knowledge, houses on land even are barely safe) and well provided and staunch steam tow boats dare not venture, the season round, one night outside the bar.

Fourthly—In extended support of my notions of the variable change of mound near the mouths of this river, I have only to add that I laid the foundation of the light house at the S. W. Pass with timber on mud, three layers cypress, and all substantial wood, crossing each other at right angles alternately. Had that edifice been raised on piles, it could not assuredly have stood till the dome and lantern were raised. Now, at present, this same light house is undermined by a 17 feet channel, that at that period, August, 1832, had only 9 feet water, then called the 9 feet channel. This amplifies, beyond refutation, the total absurdity of any effort by dredging. Many have imagined that the light house was based on rock. No such thing. Neither rock nor stone is to be met with any where in that region.

To conclude—apart from the consideration of the very moderate expense attendant upon this plan, to carry the attention of Congress with effect, the regular permanent service enjoined thereby, it is presumed, will doubtless elicit some more effectual mode of facility to our vastly augmented trade.

Can you, my good sir, pass over my lengthy detail?—your position as a strenuously commercial paper induces me to resort to you, and the only excuse I offer is, that this engrossing subject has frequently occupied my mind for years past.

As before and still, yours,

WM. McCULLAGH.

SOUTH WEST PASS, June, 1832.

DEAR SIR—I beg leave to give you my ideas on the subject of the bars and islands at the mouth of the river Mississippi.

Nothing permanent can be fixed here, as the bar is continually shifting. The bar is now a quarter of a mile farther at sea than it was five years ago, and the channels alter daily, and sometimes even hourly. The cause is occasioned by what are here termed salt springs, and what is called the "Eastern and Western Mud Banks," have been produced by them. To the same cause do the islands to the east and west owe their origin. These springs (or they should, perhaps, more fitly be called wells) are of various sizes, and one in full operation is near the diameter of a flour barrel at its mouth. These springs emit water as salt as brine, mixed with a dark colored slimy mud, which is cast over the sides similar to lava from the crater of a volcano. A few springs near each other will form an island of six to eight acres extent, and from six to nine feet above the surface of the water,* and at that stage they subside; produced, probably, by the pressure of the atmosphere preponderating beyond the power that forced up the well or spring. What generates that power is more easily asked than solved. The presumption of fire underneath I take to be absurd in the extreme, as I have sounded many of them to the depth of thirty feet, and invariably found no bottom. There is one eight or ten yards distant from the room in which I am writing, I sounded to that depth, which extends below the bottom of the river or ocean, in any direction, within a circuit of two miles—and what is the more remarkable, there is no salt water in either, just at present, comprised within that distance.

Although it is only on the margin of the passes, where the current is weak, that the salt spring rises above the surface, still they are in operation on the bar, and in the very channel. The velocity of a river decreases in a regular ratio from the surface to the bed, where its drawls languidly along. The salt spring there throws up its substance as far as the point where the current has capacity of force to carry it off as fast as thrown up; at that stage they are left to an equilibrium, retain the shape of a cone, and the pilots designate the depth of water on them as the 9 foot lump, 10 foot lump, and so on; again, presently they alter their shape, occasioned by the deposit being swept down stream, or scattered on each side, wherever the channel diverts.

To form a sufficiently deep channel by artificial means, I consider practicable, but for the incidents already detailed. I conjecture for its lasting service there could be but slender hope, inasmuch as the river, with all its extraordinary weight and velocity, is insufficient to keep free those very channels it has opened. This I know to be a fact appertaining to all the outlets of the river. The one now in use, S. W. Pass, in March last had eighteen feet water. At present it needs a high tide to fetch fourteen feet. Devise whatever one will, the only means left feasible, is to watch the course of the natural current, and then carefully mark it out by buoys. Of the fittest kind

* The highest land below Baton Rouge to the Ocean, is at the S. W. Pass, being the island called Gibraltar. It is nearly 12 feet above water level. The island on which I resided I made eight feet elevation, but subsequently it was levelled by Mr. Gordon and myself, and found to be only four feet two inches. I possibly had made an error in the first instance, or the island had sunk. The latter surmise is most probable.

of buoys, I have but an imperfect idea, but at the same time will state to you frankly what presents itself to me on the subject.

It strikes me that the only buoy that could be advantageously used here is the spar buoy. A seasoned spar of white pine or cypress, 40 feet long and 10 inches diameter, partially tapered at each end, and attached to a rough cast iron anchor, with only one fluke, of about eight hundred pounds weight, by two iron links and a swivel not more than eighteen inches in length, and designated on the top by different colored flags. The whole will sink and rise when floating timber passes over them, of which there are frequently matted rafts, comprising many acres in extent, against which I feel assured that no work of man, after coming in contact with, could withstand one moment.

Sixteen buoys, forming two lines of eight each, (between them indicating the passage,) and a barge of about eighty tons, with six men and a supervisor, may prove adequate for the purpose.

Other peculiar phenomena occur here, of a nature connected with the matter in disquisition, and in which the common order of nature would seem to be whimsically reversed. I really stick to facts; for instance—an anchor that cannot be got up will, in some instances, after a few weeks, rise even above the surface of the water.

To elucidate a little this same matter—a friend of mine, Mr. Dixon, a master pilot here, and a worthy and intelligent man, informed me that a vessel in ballast, drawing 12 feet water, grounded at the N. E. Pass, and threw over her ballast, which absolutely afterwards rose above the surface of the water, and he then used the same stones for ballast, in a pilot boat he commanded; this is a peculiar subterraneous event certainly.

Dear sir, respectfully,

Your obedient serv't,

WM. McCULLAGH.

From Sketches of Florida, by Dr. B. B. Strobel.

KEY WEST WRECKERS.

Several months elapsed after my arrival at Key West before any wreck occurred. Business was therefore dull, and money scarce. The people began to grumble just as seriously as I have heard them in agricultural countries complain of "no grain" and "short crops". "I don't know," said one "what will become of the place, if we don't have a wreck before long." "It is a long time," said another, "since we have had any thing to do, but this state of things cannot last forever; by and by we shall have three or four wrecks at once." One day I had been very busily employed in doors for several hours, and took no cognizance of passing events. On going, however, into the street, I at once discovered an unusual excitement in our little town; "the world appeared to be turned upside down." Several men on an observatory were watching something in the distance, with great anxiety and apparent delight. The women and children, mounted on chairs, were looking in the same direction from their windows. In the street all was bustle and confusion. A number of persons were running to and fro, as though "possessed of a devil." I enquired of several what was the matter, and received no answer; they were all too busy to tell me. At length one man came running along, almost breathless. I seized him by the collar, and demanded of him, for God's sake what is the matter? you all appear to be mad! Let me go, sir! Let me go! A wreck! A wreck! The news went like wild fire. All kind of business was suspended. Pots, pans, and gridirons were left with their contents at the mercy of the fire, while the scullions, catching the prevailing mania, rushed, all covered with grease, into the street. Horses, deserted by their drivers, were left to provide for themselves and their loads. Those who lived up town

ran down town; whilst those who lived down town ran up town; and the people appeared to be as much elevated as if every man woman and child among them expected to make a fortune out of the wreck.

"I could have laughed, but lacked the time."

Hurried on by the impulse of public feeling, I mounted a piazza in hopes of being able to catch a glimpse of the expected prize. The whole scene reminded me forcibly of an anecdote related of Cornwall in England. "A minister of the Gospel was preaching to his congregation. In the midst of his discourse, a man ran in and exclaimed, 'a wreck!' At the word, the congregation rose en masse. The minister, determined not to be left behind in the chase, called the attention of his people. 'My dear brethren, one word before we part: The congregation paused. The minister, in the mean time, had descended from the pulpit and pulled off his gown. 'Let us all have a fair start;' and away went minister and congregation altogether. Some fifteen or twenty minutes were passed in great suspense, when at length the long looked for, 'hove in sight.' It was a large British brig, heavily laden, and preceded by a wrecking sloop, which led the way. Murmurs of satisfaction rose around me, as the goodly dimensions of the vessel became visible; and 'there she is,' fell from many a tongue. The brig entered the harbor slowly and unwillingly, like some noble victim led up to the altar to be sacrificed. She was not however, crowned with flowers or with garlands. She rather resembled some poor fellow whose clothes had been terribly torn and rumpled in a scuffle. Her yards were all away; her sails hanging loose and neglected. In short every thing about her 'wore an aspect of woe.' As she neared the town a number of boats put off to enquire the news, and several persons boarded her, to try and negotiate for the consignment of the wreck.

And now those who expected to get any pickings, collected in corners in small knots, where they were busily planning future operations. Here and there, a couple walking up and down whispering to each other in a most loving and affectionate manner, who the day before were ready to cut each other's throats. At length, the vessel came to anchor opposite the town, and the boat returned to the shore. Each party now went down to meet the people from their respective boats, and to enquire the news. Mr. Richards, it appeared, was the lucky man, he having obtained the consignment. The vessel was the British brig Peter Willis, with a cargo of logwood from the Bay of Honduras, bound to England. She had been ashore on the Carysford Reef, and had been gotten off and brought down by C*****. All parties now dispersed, and returned to their respective homes—some to felicitate themselves upon their good fortune in having obtained the management of affairs, and others to curse their bad luck, or to abuse their more successful neighbor. For the remainder of the day, every thing remained calm and quiet. But on the following morning, operations were renewed. Mr. Richards was now looked upon as "cock of the walk"—he was followed all around the town like some nabob, by his sattelites and under-strappers, every one being anxious to afford his assistance and advice. Notwithstanding the judge of the Admiralty Court was then present, it was determined to submit the case to arbitration, as a more expeditious way of settling the business. L**** and S**** were appointed arbitrators—they gave sixty-two and a half per cent. salvage on the nett proceeds of the vessel and cargo.

The surveyors, who inspected the vessel, condemned her as unworthy of repairs, and she and her cargo were ordered to be sold. The gross amount of sales was about four thousand eight hundred dollars. After the business was settled, the share remaining to the underwriters was about three hundred and forty dollars, which was paid over to the Captain.

In what way this business was managed, I never could devise, unless the agent paid salvage on the gross amount of sales, and out of the balance defrayed expenses, such as duty, storage, wharfage, &c. The underwriters must have looked blank, when the captain presented his accounts and three hundred and forty dollars as the proceeds of a large brig and her cargo. What amount the captain received on his own account, I never learned. There were, however, certain sails and barrels of beef and bread, which were not included in the valuation of the vessel, nor sold, which were passed from the brig on board of the wrecker. There is no mistake about this, for the articles, not having been entered at the custom house, were found on board of the wrecker, seized and condemned for a violation of the revenue laws. Independent of these articles, two pair of jackscrews, and an iron wrench, were left at Indian Key. Now, the British Captain must have been a very liberal fellow if, in addition to paying sixty-two and a half per cent. salvage, he gave all his ship's stores, jackscrews, iron wrench, &c. to the wreckers for nothing.—*Charleston Courier.*

FROM BUENOS AYRES—AFFAIR OF CAPT. DUNCAN AT THE FALKLAND ISLANDS AGAIN.—Captain W. H. Smith of the ship *Elizabeth* at New York, 55 days from Montevideo and 24 from Pernambuco, has furnished the editors of the New York papers with the following information :

On the 24th of March, the *Elizabeth* of New York, between three and four hundred tons burthen, having completed her loading, the pilot came on board and dropped her to the outer harbor preparatory to going to sea, and was anchored outside of the British man-of-war *Fly*. During this day the *Elizabeth* was cleared at the custom house, and when the clerk went to the captain of the port for the register, he was informed that it would not be given up, as Mr. Vernet, former Governor of the Falkland Islands, had preferred claims against Mr. Burrows, for depredations committed at those Islands by the U. S. sloop of war *Lexington*, Capt Duncan, some years since. Vernet at that time piratically captured the schooner *Superior*, belonging to Mr. Burrows, and had her cargo of fur seal skins in store at the Falkland Islands, which Capt. Duncan retook and sent home. Capt. Congor, of the *Superior*, also retook and brought her to New York. For this Vernet attempted, in the revolutionary state of Montevideo, to stop the *Elizabeth*, and coerce Mr. Burrows to give him money. Immediately on receiving information of the facts Mr. Burrows went on board of H. B. M. ship *Fly*, and stated the case to her commander, who, considering it as arising from interlopers, possessing themselves of the British soil of the Falkland Islands, assured Mr. Burrows his ship and cargo should be protected from all powers except the Government of Montevideo, and if any attempt was made to cut her out he would defend her. The next day a Buenos Ayres brig, pierced for twenty guns, and of a very suspicious character, came down from the upper harbor and anchored directly between the *Elizabeth* and the sloop of war, which excited our fears that another Falkland Island piratical act was in contemplation. The *Elizabeth* and her cargo, being about seventy-five thousand dollars value, owned entirely by Mr. Burrows, without a dollar of insurance on the whole amount, lying in the open roadstead exposed to the Pomparas and to acts of piracy, and knowing that weeks would be required to follow the business through the tardy tribunals at Montevideo, in which time the cargo would sustain serious damage, together with the great expense attending the detention, there being twenty-one men on board, Mr. Burrows reluctantly consented to the advice of all the principal American and English gentlemen to leave that place

without the ship's register, although no claims were made against him but those of a piratical class. We were under the greatest obligations to Mr. Slacum, formerly U. S. Consul at Buenos Ayres, for the interest he took to protect the *Elizabeth*, and get her to sea. Also to Mr. Hood, H. B. M. Consul, for his advice and attentions, together with that of the commander and officers of H. B. M. ship *Fly*, who did all that the commander of a ship of the U. S. could have done had one been there—but at the same time we were very anxious to avoid a rupture of any kind, which hastened our departure. The first Lieutenant, Mr. Hope, came on board as we were getting under way to wish us well on our passage. Vernet arrived at Montevideo about a week previous to the *Elizabeth's* sailing, during which time Mr. Burrows made every exertion, and employed three different individuals to ascertain where Vernet stopped, or was to be found; but he kept himself closeted, fearing no doubt an arrest from Mr. Burrows for his lawless acts on his property, and waited until the *Elizabeth* had cleared and gone into the outer harbor to commence the development of his plans. The country is in a very unhappy state of civil war. The former President, Fructuoso Riveras, has an army in the interior, and the President of the Republic has gone out at the head of another to meet the insurgents.

From the New York Gazette.

THE AFFAIR OF THE VIXEN.—All our readers—at least all who take an interest in European politics—cannot have forgotten the great excitement produced in England a few months since, on the receipt of intelligence of the capture of the British merchant brig *Vixen*, by a Russian brig of war on the coast of Circassia. Such was the feeling, at first, not only with government, but among the people themselves, that a war between these two powerful nations was at one time deemed inevitable. The blessed efforts of diplomacy, however, interfered to prevent such a calamity. Our attention has now been called to this subject by a friend who recently found, in the *Journal de Smyrne* of the 18th February, the Russian official statement of this affair as contained in the *Journal de St. Petersburg* of the 12th January. On a perusal, he was satisfied that it had never been published in this country,—and he therefore translated it for the purpose of publication in our columns. We therefore lay it before our readers, not only at his request, but because, independent of the intrinsic interest of the narrative, these official details may hereafter again become matter of controversy, and we will then be enabled to make immediate reference to our files.

[TRANSLATION.]

The following, which is taken from the "*Journal de St. Petersburg*" of the 12th January, may throw some new light upon the affair of the brig *Vixen*:

The English papers, particularly the *Morning Chronicle*, announced, 20th Dec. that the brig *Vixen* had been cleared from Constantinople by some merchants of London, with the openly avowed purpose of carrying to the coast of Circassia a cargo composed principally of powder. These same papers added, that this article being prohibited by the Russian tariff, the expedition of the *Vixen* had been specially undertaken in order to defy the vigilance and to infringe the measures of repression which the Russian cruisers were directed to use against all illicit and clandestine trade in that quarter. At the very moment the object of this culpable attempt was thus openly announced through the public papers, a report from the Admiralty of the Black Sea informed the Imperial Government, that the *Vixen* had in fact appeared on the coast of Circassia, and had been captured by our cruisers and taken into the port of Sevastopol. The following are the circumstances attending this incident:

On the evening of the 24th November, the *Vixen* was signalized on the coast of Circassia, in sight of

Ghelendjik. The Imperial brig of war Ajax, Lieut. Commandant Woulf, having received orders from the commander of the station to watch the movements of the vessel, came up with her on the 26th. He found her at anchor in the Bay of Soudjouk-Kale, where there is neither custom house nor quarantine. A portion of the crew had been on shore, and were striving to regain the Vixen at the moment the Ajax surprised her. On interrogating them on the object of their destination, the captain of the vessel, Thomas Childs, and the owner of the cargo, Geo. Bell, they did not hesitate to declare it was to trade with the inhabitants of the coast, the cargo of the ship being composed of salt, an article which our tariff expressly forbids the importation of in all the ports in the Black Sea and the Sea of Azoff. The avowal was positive—the crime of smuggling averred—the infringement of our sanitary regulations flagrant. Under this double conviction, the Vixen was immediately seized and conducted, the 27th November, to Ghelendjik, where she arrived the next day. There the rear Admiral Es-mant, commander of the station, established immediately a “committee of enquiry,” to proceed formally with the interrogation of the crew and the examination of all the circumstances leading to the capture of the vessel. The results of the enquiry were: “That the brig Vixen, Capt. Thomas Childs, owned by Alexander and Thomas Morton, of London, was chartered by the house of Bell, Anderson & Co. at Bucharest, to be employed by them at Constantinople, in the Danube, in the ports of the Black Sea, of the Sea of Azoff or Marmora, and that in virtue of this contract, said vessel was placed at the disposal of Mr. Geo. Bell, who gave the vessel at Constantinople a cargo of salt. That the said Geo. Bell concealed entirely from the captain the object of their voyage, until the moment the vessel had quitted the Bosphorus, the 18th November. That the captain being then informed he was bound to a coast unknown to him, notified to Mr. Bell the necessity of furnishing the vessel with a pilot. That Mr. Bell, after taking a Turkish pilot at Sam-soun on the 23d November, gave orders to the captain to steer towards Toughe Pschad, or Soudjouk-Kale—all three places where there is neither custom house nor quarantine. That the wind preventing the captain from reaching the two first, he steered for Soudjouk-Kale. That the vessel had been there 36 hours before the arrival of the Ajax. That during this interval Mr. Bell had opened communication with the inhabitants of the coast, for the avowed purpose of trading with them. That the cargo was composed, according to the declaration of the captain, solely of 100 tons salt. The correctness of this declaration has still to be verified, the sanitary precautions necessarily accompanying the visiting (or searching) of the vessel, not admitting any knowledge of what might be at the bottom of the hold under the reported cargo. That the Turkish pilot had been landed on the coast of Circassia, a circumstance denied by Mons. Bell, but allowed by the captain’s avowal. That these communications having been kept up during 36 hours between the ship and the inhabitants of the coast, there exists a fact, (which under circumstances assumes the aspect of a grave presumption,) which is that of the four guns which composed her armament, according to the ship’s papers, but two were found on board.” This circumstance deserves the more particular attention from the fact that the “Morning Chronicle” affirmed that the cargo of the Vixen was to be composed principally of powder, a cargo which the interval of 36 hours afforded ample time for discharging. Finally, that the fact of a clandestine communication established with the inhabitants of the coast for the purpose of trading with them, at a point where there was neither custom house nor quarantine, has been formally confessed by Mr. Bell, and confirmed by the deposition of the captain in such a manner as to place beyond doubt that a violation has been committed both of our sanitary regulations and our revenue

laws. These considerations united have been judged decisive by the committee, which has decided that the Vixen and her cargo should be legally submitted to confiscation. According to this decree, said vessel was taken to Sevastopol, where she arrived 29th November, O. S. (11th Dec. N. S.) All these circumstances having been conveyed to the cognizance of the Imperial Government, it has transmitted to the Admiralty of the Black Sea, the order to confiscate the Vixen and her cargo, and declare them lawful prize. As to the crew of this vessel, although they have incurred, according to the sanitary laws established in all European countries, the most severe penalties, His Majesty has deigned to take into consideration the extenuating circumstances which tend to establish the fact, that Capt. Childs was from the beginning a stranger to the enterprise, the responsibility and shame of which should fall only on the shippers who attempted it. In consequence, the Emperor has ordered all further proceedings against Capt. Childs to be suspended, and to set him and his crew at liberty. And further, having learned from the admiralty that these individuals were destitute of means, H. M. ordered the Governor General of New Russia, Count Woronzow, to furnish them with the means of returning to Constantinople. Such are the facts which preceded and followed the capture of the English brig Vixen, and such also are the motives which led to her confiscation. The Imperial Government believes the greatest publicity should be given to this act of severity and justice, in order to prevent hereafter the revival of an attempt forbidden by the laws of all countries. In order to enlighten completely public opinion on the culpable designs of the authors of this enterprise, it is well now to recall the following circumstances:

The country along the Black Sea, from the mouth of the Kouban to the port St. Nicholas having been placed under the dominion of the Russian Emperor, in virtue of the IV art. of the Treaty of Adrianople. One of the first measures adopted by the Government, was to establish custom houses and quarantines in the ports of Anapa and Redout-Kale. Both have since then been open to the regular commerce of all nations, to the express exclusion of other places where there were no custom houses or sanitary establishments. In making this disposition known to the Ottoman Government and the Representatives of all the Powers residing at Constantinople, the Imperial Legation received orders to announce to them that every attempt of foreign navigators to communicate with the above named coast, with the exception of the ports of Anapa and Redout-Kale, would be considered contraband, and would subject persons guilty of such an act to the legal responsibility incident to all illegal and clandestine trade. It was in the month of Oct. 1831, that the disposition above reported, was announced both to the Ottoman Porte and the Foreign Legations. And it is since that epoch that the cruisers established by the Imperial Government along the east coast of the Black Sea, exercise the supervision with which they are legally invested. Notwithstanding these measures formally announced by the Imperial Governor, foreign vessels have attempted during the years 1834 and 1835, clandestine relations with the inhabitants of the coast; and thus forced our cruisers to redouble their vigilance. M. De Bouteneff was required to renew the communications of 1831 to the Foreign Legations at Constantinople, which he did as will be observed by the circular below. By this note M. De Bouteneff invited all the Foreign Representatives to make known to the traders to the above named coast, the necessary information in order to avoid the consequences resulting from a breach of the Regulations established against smuggling. The Circular was dated 13th Sept. 1836. And it is in the face of these reiterated notices of which we give the tenor, that the brig Vixen, as announced by the Morning Chronicle, was cleared from Constantinople, in the avowed object of defying and infringing our regulations. The plain

expose of the facts which we have retraced, will suffice to place in its true light the conduct of the English shippers who did not hesitate to abuse the respect due to the national flag, to protect a shameful traffic or cover their perfidious designs which the impartial judgment of every well thinking man.

The publicity which the Imperial Governor has thought fit to give to the details of this affair, will serve the double end of making known the legality as well as the rigor of the measures adopted by Russia to insure respect for her Regulations and to screen them from all future attempts.

The following article, and the testimony of Gen. Gaines before the Military Court of Inquiry, that "*Horse meat is very good; the only fault was, we could not get enough of it;*" show the folly of the prejudices so universally entertained with regard to certain kinds of meat.

W. H. H.

From the Petersburg, Va. Intelligencer.

MULE vs. ELK.

A number of years ago, a military friend and myself started on a three days hunt through the romantic and beautiful country near Fort L——, on the upper Missouri. The prairies, covered with the richest grass and beautiful flowers as far as the eye could reach, seemed to point out the spot as really and truly the garden of America. But to the story—we found game in abundance, and killed two deer and eight wild turkeys, when in crossing a boggy creek, the mule on which my friend was mounted mired down, and could not move. I gained the opposite bank without much trouble, as my horse, a noble animal, was full of strength and activity. My companion floundered out on his own good legs, leaving the mule half buried. We threw a log in, got upon it, fastened a grape vine to his neck, and endeavored to draw him out—but no, the more we pulled the more he struggled, occasionally saluting us with his peculiar blates, which seemed to say I'm thar—a thar—a.

Finding our efforts to extricate him were ineffectual, we concluded to cut his throat as a more humane proceeding than leaving him there to be devoured alive by the wolves: he was despatched accordingly. After he had ceased to breathe, we began to reflect how we were to get back, twelve or fifteen miles from home, only one horse between us, and two deer and eight turkeys to carry. My friend lamented the death of his mule, and said that it had cost him not many months since, \$150—that he disliked to leave that amount of meat for the supper of the rascally wolves. I remarked, in order to draw him off from dwelling on his loss, that if he was unwilling to let the wolves have him, that we had better try now he was dead to drag him out, skin and dress him, and carry the meat in as Elk, that no one could tell the difference, as their flesh nearly resemble each other. He agreed to my proposal, and, after a great deal of trouble, we got him out and skinned and dressed the meat. My horse did not like the load—I believe the noble fellow knew what it was, for he had never refused to carry deer or other game. He cut many shines—but we got poor muley safely packed on his back. We then concluded to start home, came by the place where we had hung up our deer and turkeys, and placed them on my horse also. Poor Rob Roy had a heavy trip that time. We started on foot, and took our turns in leading the horse. We got to the Fort about 2 o'clock next morning, and after consulting about what we should do with the mule meat, we concluded to send each family a piece—give a great dinner to the single officers, and then have our laugh afterwards—it was accordingly done. The gentlemen assembled, the mule was well roasted, and smelt quiet savory. We, as a matter of course, had to eat as well as the rest, and in fact it was as good as any elk I ever tasted. Every thing was going on very handsomely, and the

servants were about removing the dishes, when my friend burst out in a furious laugh. Every one looked round to see the cause of his merriment—when a young officer remarked, this is another quiz. I did not think until now that G. did not return on his mule. I was on guard and saw him and B. come in both on foot, and B. leading his horse—who was pretty well loaded. These remarks set my friend to laughing more violently than before. I therefore rose and explained. Gentlemen—we have played a trick on you, but we have partaken of it as well as yourselves. We have paid the last honors to G.'s poor mule, and if you take the price given for the animal, \$150, as a data, you will find that we have given you a high priced dinner. We have, however, some turkeys and venison, and an Indian will bring me some grouse in the morning. One and all, come and dine with us to-morrow, and you cannot be deceived with either of the viands I have mentioned. Some of the party had become angry, and talked of fighting both of us, others looked mad, but did not say any thing, others laughed. We settled the matter, however, over a few bottles of Madeira, and all left in perfect good humor—those who had been so belligerent at first, said: Well well, you caught us this time, but you can never do it again. Look out sharp then said I, and keep your eyes skinned—you will get *cotched* again perhaps.

The next day we all met at the table—The turkeys, venison and grouse were declared to be delicious, and the stuffing was highly praised. After the cloth was removed, and we had commenced our wine, I rose and said: Gentlemen—I had no intention when I invited you yesterday to dine with us here to day of playing any further pranks upon you, but some of the gentlemen remarked that they never could be caught again. I warned them to look out, and I now ask you all whether I have played any trick on you to-day. They all answered no—you could not—we have taken good care of that. Well gentlemen, said I, you have all said that I did not, and could not—now I tell you I have. There was a good deal left of poor Muley, I had it chopped very fine, mixed it with potatoes, and the delicious stuffing you have all praised so highly, was of that composition. We broke up in a row.

B.

From the New York Star.

FAR WEST.

ROCK ISLAND, (Ill.) 1836.

For the traveller to describe the Far West, or even the most permanent objects, he must spend his life in the task, and then he will find the subject increasing upon his hands; he must write a book, which Heaven deliver me from.

The great yearly accession of population—the rapid rise of towns—the increase of commerce and agriculture, beyond all parallel in this or any other country, completely foil him in his task. Judging by myself and the numerous travellers I have met in the West, I believe the mass of the American people have very contracted views of this part of the republic.

Every thing here is on such a grand scale, that the traveller is lost in amazement; the field of wonders is so broad that the admirer of nature knows not where to begin his harvest! As he is transported hundreds of miles through the varied scenes of rising wealth and fertile beauties of the West, he sees so much that he knows not what to describe.

He can no longer bring his mind to contemplate the scenes of his Eastern rambles with the deep interest they once possessed, or, if they still retain a fixed impression upon his mind, 'tis because, contrasted with the vast empire of the West, they are conspicuous from their littleness.

He remembers that there every little streamlet has been traced to its sources, its beauties defined, and its pebbles almost counted.

He has visited Lake George, and been lost in reverie while viewing the little green isles which embellish its transparent waters.

He has been swept by the potent power of steam past the almost perpendicular walls which embank the Hudson, and gazed from the summit of Mount Holyoke over the soft beauties of the Connecticut Valley, and heard the travelling world class them among the wonderful, grand or beautiful works of nature! But, when he wanders over the Far West, and finds almost countless rivers and lakes, fairer to look upon than the idols of the East, and hundreds of them now nameless—valleys and mountains which have scarce heard the echo of the human voice, carpeted with verdure, and teaming with the luxuries of spontaneous growth, which would excite the envy of a modern epicure; when he reflects upon their mineral and agricultural wealth, which are boundless beyond all human computation; he is involuntarily led to exclaim that *here* the Great Architect is supremely triumphant in nature!

Fort Crawford is built just above the junction of the Ouisconsin river at Prairie du Chien, on a beautiful prairie, a short distance back of which rise the high rocky peaks which add so much grandeur to the scenery of this noble river. It requires but a glance at the future to believe that, in less than five years, a summer excursion from New Orleans and New York to the Falls of St. Anthony, will be as ordinary an occurrence, as a trip from your city to Niagara has been for the past.

Already the spirit of speculation has ascended the river to this place, and numerous sales and purchases have been made the past summer, with the view of building a large town near the mouth of the Ouisconsin, as there is but a short portage between that and the Fox, which, passing through Lake Winnebago, empties into Green Bay, near the towns of Astor and Navarino.

The country along this river is said to be beautiful, but I am informed by the officers who have occasionally transported military stores upon this stream, that the navigation is much impeded by sand bars and shoals, all of which, however, might easily be removed; in which case an important channel would be opened from Green Bay and the Upper Lakes into the Great Valley of the Mississippi.

This would confirm the highest expectations of the holders of property here, and the new towns before named on Green Bay. I have visited Galena and Dubuque on my way down the river, the towns of the most importance in the mining region, and the centres of great traffic in merchandise and lead—the latter article is the great staple and source of the immense wealth of this region.

The extent of the mining business there furnishes a sure and valuable market for all the produce which can be raised in the neighborhood for years to come. Cassville is also a thriving town, and its dependence upon the same business. The rapid growth of these places in population and the domestic organization of society, strikes the mind of the traveller with the force of a miracle. Yours,

G. W. L.

To the Editor of the New York American:

In an Annual Register for the year 1772, published in London, is the following paragraph: "By a letter from Captain James Wilder, of the Diligence Brig, fitted out by subscription, in Virginia, with a view to the discovery of the long sought for northwest passage—it appears, by the course of the tides, there is a passage, but that it is seldom or never open, and he believes it impassable. He sailed as high as N. 69.12° and discovered a large bay, before unknown." As I have never seen any mention of this voyage before, and am anxious to gain further information on the subject, can you, or any of the readers of the American, refer to any more particular history of this voyage?

WASHINGTON CITY;
THURSDAY, MAY 25, 1837.

LIGHT-HOUSES, BEACONS, BUOYS, ETC.—An appropriation was made during the last session for the erection of several new light-houses, and the placing of buoys and beacons at various places, as guides to navigators. The second section of the act directed "that before any of the improvements aforesaid are commenced, the Board of Navy Commissioners shall cause an examination to be made, for the purpose of ascertaining whether the safety of navigation requires any additional facilities; and if so, what is most suitable for each place needing such additional facilities; and thereupon to report their opinion in regard to all such places, as speedily as may be, to the Secretary of the Treasury, who shall proceed with the works so recommended. But if the said board, after causing such examination to be made, shall be of opinion that any of said improvements are not needed to facilitate the navigation, or that the navigation is so inconsiderable as not to justify the proposed works, or that the same are inexpedient from any cause, no further proceeding shall be had; and their opinions, with the facts, shall be reported to Congress."

The Commissioners of the Navy took early measures to obtain the information to guide them in forming an opinion upon the necessity of the proposed improvements. For this purpose, merchants, experienced masters of vessels, and pilots have been consulted. The Secretary of the Navy placed at the disposal of the Board several officers of the navy; and the Secretary of the Treasury instructed the commanders of Revenue Cutters, and the officers of the customs having charge of revenue boats, to afford all the facilities that might be in their power, to the officers of the navy detailed for this duty.

By the assignment of the officers, as mentioned below, it will be seen that the examination embraces a large portion of our seacoast, from Passamaquoddy to the Mississippi, and several of the rivers and lakes.

State of Maine, Captain Joseph Smith.

New Hampshire, Commodore W. M. Crane.

Massachusetts, Commo. J. Downes and Commander J. Percival.

Rhode Island, Commo. J. O. Creighton and Captain D. Turner.

Connecticut and Long Island Sound, Commander F. H. Gregory.

New York harbor and adjacent waters, Captain L. Kearny, J. D. Sloat, and M. C. Perry.

New Jersey and Delaware Bay, Commander E. A. F. Vallette.

Maryland, Virginia, and the Chesapeake Bay, Captain A. Claxton.

Potomac river, Commander J. H. Aulick.

James river, Captain B. Kennon.

Albemarle and Pamlico Sounds, North Carolina, Captain C. W. Skinner.

South Carolina, Georgia, and the coast of Florida on the Atlantic, Lieuts. T. Petigru and D. N. Ingraham.

Gulf of Mexico, and the coast of Florida on the Gulf, Commodore A. J. Dallas.

Mississippi river, Captain L. Rousseau.

Lake Ontario, Master F. Mallaby.

Lake Erie, Lieut. G. J. Pendergrast.

Hudson river and Lake Champlain, Commander H. Paulding.

SEMINOLE CAMPAIGN.—An official communication has been received from General Jesup, dated Tampa Bay, May 8th, enclosing a report from Lieut. Colonel Harney, the commander at Fort Mellon, on Lake Monroe, in which part of the country the great body of the Seminole nation is concentrated. General Jesup states that Powell will be highly useful in bringing the Indians in, and hastening their embarkation; that Micanopy, Jumper, and Cloud are at Tampa with a part of their people; that Ho-la-too-chie is collecting his people, and will be in by the 20th; that Alligator's people were assembled, but dispersed in consequence of a report that they were to be executed as soon as they placed themselves in our power. They are re-assembling.

The report of Lieutenant Colonel Harney states that the chiefs Co-e-hah-jo, Tus-kee-ne-hah, Os-sin-yah-holoh, (Powell,) and the Wild Cat (Philip's son) arrived yesterday with a great many of their warriors and women. Philip was too sick to go about, and did not attend, but his son, a smart fellow represents him. Sam Jones has not yet come in, but was expected last night. The council which they held terminated well. There was not a man present made any objection to the talk which Micanopy sent them. *His word is law.* Co-e-hah-jo assures General Jesup, through Colonel Harney, that he has the same talk now that he had when he was with the General, and begs that time might be given them. They were hurrying all they could, and if they are not pushed every thing will go on without trouble. They are all anxious to get off as soon as possible, but dislike to start for Tampa before all their people assemble. Sam Jones was at the council. Co-e-hah-jo expects his brothers in every hour. He and Powell were with Colonel Harney. Powell slept in the Colonel's tent last night, and they both say that it will not be more than a week before they are on the road to Tampa. Co-e-hah-jo's camp is about twenty and Powell's about fifteen miles from Fort Mellon. Powell will join Co-e-hah-jo, where they will all remain until they start for Tampa. The camp is on the road to Tampa. Co-e-hah-jo states that he has got strong men to help him, meaning Tus-kee-ne-hah, Powell, and Wild Cat, and that they will all put their heads together to do business. One of the parties, (Tucke-loch-e-hah-jo, with 73 warriors,) arrived in Co-e-hah-jo's camp last night. Some of his band are yet behind; but as he has not all the chiefs here, he will return immediately for the balance. Col. H. states that he learns from those now present, that there are not less than 2,500 red warriors (good warriors) in that part of the country, not including lads, &c. or negroes, who fight as well as any in the country. He states that every thing is going on as well as can

be expected, considering the nature of the country and their numbers; that no idea can be formed of the number of the women and the children, and that the chiefs cannot tell how many negroes they have belonging to them. They do not wish to turn over the negroes belonging to the whites until they are about to set off for Tampa, as many of them would run away before they could be brought in.

Gen. JESUP has asked to be relieved from his present command in Florida; but has been informed that his services cannot be dispensed with until the Indians shall have been removed from the limits of the Territory.

From the accounts last received, it is expected that the main body of the Indians will start for the west very shortly.

Captain A. Claxton has been appointed a member of the Board for the examination of Midshipmen, in the place of Captain D. Conner, relieved.

AMERICAN COAST PILOT.—Messrs. E. & G. W. Blunt, of New York, have just published a *thirteenth* edition of this valuable work, in new, clear, and handsome type, with many improvements, copper-plate engravings of its charts, and the latest additions and corrections from all authentic sources, foreign and domestic, of soundings, bearings, latitude and longitude, etc.

The Norfolk Beacon says that the situation of Navy Commissioner was offered to Commodore Warrington, and declined. The United States Gazette says it has been stated that Commodore Barron will be appointed the President of the Board, and that Commodore Stewart or Commodore Biddle will be appointed to the command of the Navy Yard at Philadelphia.

These latter rumors are of course set at rest by the appointment of Commodore Wadsworth.

List of Officers on board the U. S. ship Independence.
Commodore, JOHN B. NICOLSON.

Lieutenants, A. Slidell, J. Pope, J. L. Lardner, A. Paine, H. K. Hoff, C. H. Davis, C. M. Armstrong, W. H. Noland, C. H. Poor, E. R. Thomson.

Chaplain, J. Wiltbank. Fleet Surgeon, W. Smith. Passed Ass't. Surgeon, W. M. Wood. Ass't Surgeon, A. J. Bowie. Purser, Thomas Breese. Masters, T. P. Green, W. W. Bleecker. Passed Midshipmen, N. G. Bay, M. S. Stokes, C. W. Morris, S. Larkin, R. L. Tilghman, J. H. Strong. Midshipmen, W. Gwathmey, M. C. Perry, W. A. Parker, T. H. Stevens, J. C. Henry, A. G. Clary, J. P. Decatur, J. W. Ripley, J. Riddle, H. A. Clemson, J. Brooks, J. N. Morris, B. S. Gant, S. B. Thompson, E. F. Beale, R. H. Wyman, E. Thompson. Commodore's Secretary, Lyde G. McBlair. Captain's Clerk, Littleton R. Polk. Captain of Marines, Thomas S. English.—Boatswain, J. Springer. Gunner, T. Robinson. Carpenter, J. Green. Sailmaker, Isaac Whitney. Purser's Steward, Samuel T. Hooper.

Ship Yazoo, having U. S. troops on board, arrived at New Orleans on the 15th inst.

Gen. GAINES arrived at Cincinnati on the 12th inst. in the steam-boat Corinthian; his stay was very short, the boat having proceeded with him on board, about noon.

A steam ship, pierced for 16 guns, was launched at the Navy Yard, Brooklyn, on Thursday last.

The U. S. ship Relief, Lt. Comd'g Dornin; barques Pioneer, Lt. Com. Tattall, Consort, Lt. Com. Glynn; and sch'r. Pilot, Lt. Com. Morris, of the exploring squadron, have returned from their experimental cruise, and anchored in Hampton Roads.

DOMESTIC INTELLIGENCE.

From the Norfolk Beacon of May 22.

We learn from a gentleman who arrived here yesterday from Charleston, that the troops stationed at Tampa Bay—Captain Munroe's company of United States Artillery, and the friendly Creeks—were generally in good health on the 7th instant, at which time he left that place; as were also the United States Marines, who were encamped at Little Hillsborough, seven miles to the northward of Tampa Bay.

Our informant left Jacksonville on the 16th. The Indians, with their cattle and ponies, were still coming in. Philip had not come in as was reported: his son, with Philip's warriors, had come in. It was generally believed, from the circumstance of his son being in mourning, that Philip was killed at the battle of Fort Mellon.

Oseola was very anxious to remove to the place designated by Government, but would probably remain at Fort Mellon until boats were in readiness to convey him from Tampa immediately on his arrival there.

Among the passengers in the steam packet South Carolina, from Charleston, were Capt. Lyon, Lieuts. Irwin, Donaldson and Johnson; Surgeon Minis; Assistant Surgeon Heiskill, and Major C. Andrews, Pay Master U. S. Army.

MOBILE, May 9.—On his return from Mobile Point, Gov. Clay issued an order, authorising Lt. Reynolds, of the Marine Corps, to accept and muster into service, for three months, thirty volunteers, to be organised under the requisitions of Major Wilson, with authority to elect their own officers. The reason assigned, is the unsettled state of the country,—the amount of public property at Mobile Point, and the great number of Indians encamped there.

We are informed, that, in general, the Creeks at the Point are not dissatisfied with their condition, or desirous to escape. The party that crossed the Perdido contained no warriors. The Governor's letter concludes thus: "The order of the Secretary of War, requires the removal of all the Creek tribe from the limits of this State; you are therefore earnestly requested to collect and bring to Mobile Point, all such Indians, wheresoever they may be found."—*Commercial Register*.

Correspondence of the National Intelligencer.

FORT MELLON, (E. F.) May 4, 1837.—Yesterday the celebrated chief Powell made his appearance, with a few other chiefs, in our camp. He looks like a man worn down by hard usage, and has less the look of a chief than any one I have seen. He has with him most of his tribe, and they are the most destitute looking beings we have yet seen. Most of them are almost naked. They are a fine, hearty looking set of fellows, and none look the worse for wear, except in dress. It would be a difficult task to starve them out; they came in with loads of the county root, all prepared for making bread.

There are now in our camp two or three hundred Indians, and upwards of one thousand within five or

ten miles of us, including men, women and children. They say they are ready to emigrate as soon as all their people are collected together, and wish more time granted them for that purpose. They are a slow set of beings to move, and will have their own time.

PENSACOLA, May 13.—The U. S. Ship Natchez arrived here on Wednesday last from a cruise off the Texian coast. She brings no news of a later date than that received by way of New Orleans. The Natchez is thirteen days out, from off Matamoras. No change took place before she sailed in the disposition or conduct of the Mexican authorities there, and consequently no communication was had between the Natchez and the shore. The following is a list of her officers:

Wm. Mervine, Master Commandant; Lieuts. E. Peck, T. G. Benham, Henry Moor; Surgeon, J. R. Chandler; Purser, S. Ramsey; Sailing Master, M. Smith; Passed Assistant Surgeon, S. Sharp; Passed Midshipmen, C. S. Ridgely, D. McDougal, F. B. Renshaw; Midshipmen, N. Collins, C. Saunders; Boat-swain, J. Bryant; Gunner, J. Myrick; Carpenter, L. McKey.

JACKSONVILLE, May 11.—Extract of a letter from Col. Mills, to the Editor, dated

FORT GILLELAND, May 8.

"Major Staniford, with two companies of the 2d Infantry, arrived here yesterday in obedience to orders from Maj. Gen. Jesup, from Lowndes county, Georgia, and are here encamped, awaiting orders."—*Courier*.

ARRIVAL EXTRAORDINARY AT BUFFALO.—The schooner Western Trader, Jno. McHarry, master, arrived at Buffalo, May 12th, from sea, having been fixed in the ice during the whole of the past winter. The four persons on board are in good health, considering that they had to go through a touch of Captain Parry's *Life at the Poles*, and were illy prepared for such a passage in their history. For the last five weeks they supported themselves on corn alone. Previous to that time, the bulkheads, fore gaff, berths, &c. had been used for fuel, so that they were obliged to consume a quantity of oats on board to parch the corn for food. The Log Book, (Heaven save the mark!) is to be published. It will be a *rara avis* in marine scenery, and we commend it to our friend Marryatt.—*New York Star*.

The Express Mail from the South brings information that Commodore DALLAS, Commander of our naval squadron in the Gulf of Mexico, has thought it his duty, on examining into the circumstances of the capture of the Mexican national brig Gen. URREA, by the U. S. ship Natchez, to give orders for the immediate release of the captured vessel.

We understand that an arrangement has been made by the Executive of Georgia, through which the valuable assistance of Gen. BRISBANE will be afforded to Col. LONG, of the U. S. Army, in the reconnaissance, survey and location of the great Memphis Rail road, in its track through that State. We are glad to be able to say, moreover, that the arrangement is of such a nature, as not to interfere in any manner with a discharge of the responsible duties of the station to which Gen. BRISBANE has been recently elected in our own State.—*Charleston Courier*.

It will doubtless be gratifying to many in this quarter to learn that old Mr. Hewes, who enacted so conspicuous a part in the "Tea Frolic," and other events connected with our Revolutionary struggle, and who visited this city three years ago, is still living in Otsego co. N. Y., and is enjoying good health and buoyant spirits.—*New York Express*.

We learn that Capt. Skinner, of the U. S. Navy, by order of the General Government, is selecting suitable points on our coast for the erection of Light houses. He is now in Pamlico Sound, and we understand that he has recommended that a light-house be erected at Boddie's Island. He likewise recommends that a Revenue Cutter should be placed in Pamlico Sound, and another at Cape Fear, for the protection of the revenue.—*Newbern Spectator*.

THE EXPLORING EXPEDITION.—The vessels composing the Exploring Squadron, with the exception of the Frigate *MACEDONIAN*, sailed from this port, a short time since, on an experimental cruise, and returned on Thursday last to their anchorage in Hampton Roads. We learn that the Commodore gave the young aspirants, of whom there were several on board, some even from the green banks of the Ohio, a peep into the Gulf stream, whose troubled waters, variable winds and cross seas, not a little *dis-comforted* all on board who for the first time had lost sight of land; but this was the very weather and seas that they went to *look for*. The little squadron encountered off the Capes going out, short chopping head seas, with little wind, but in the Gulph, met with more wind, higher seas and heavier squalls, so that in the eight or ten days in which he was out, Commodore Jones had a fair opportunity of trying the sailing qualities of his vessels, and especially of testing them in those situations in which it was thought they would be likely to fail, that is to say, *in light winds with short and cross seas*: (their superior excellence as sea boats in hard gales and stormy weather, never have been questioned.) But we understand, that in *every* situation the barques acquitted themselves well, proving to be quick and certain working vessels, unusually stiff, and very weatherly; and, *when not compared with men of war*, may be deemed very fair sailers, especially in fresh breezes. Their draught of water, even when each carry 18 months' provisions for her crew of 63 all told, will not exceed thirteen feet, while their *stability* or capacity to carry sail will enable them to claw off a lee shore in stormy weather. The plump little schooner too, though *she did not go ahead*, proved herself worthy of a better character than was given her on the floor of Congress last winter, and it was clearly manifest that her greatest defect consisted in not having sufficient masts and sails. By the way, how is it that our Navy Commissioners always go *North of the Chesapeake* to build schooners and small vessels for the Navy, when the whole world might be searched in vain for vessels which could compete in beauty or *excellence* of form, rig, or sailing qualities, with the almost innumerable vessels of this class which navigate the waters of our inland sea and its tributaries.—*Norfolk Herald*.

THE EXPLORING EXPEDITION.—England, always awake to her own interest, is somewhat startled at the idea of the Americans fitting out an expedition for discovery in the Pacific and Atlantic oceans. At a recent meeting of the Royal Geographical Society of London, the particulars and intent of this expedition were announced, and highly applauded; its scientific corps being large, and embracing individuals in every branch of science and art, whose knowledge would be required in investigating and recording all that is worth preserving, in the extensive and unknown field of that portion of our globe lying between Cape Horn and the East Indies.

The notice taken of this enterprise by the Society alluded to, has drawn forth a letter, addressed to its President, in which great indignity is expressed at the thought that the Americans should "bear away the palm of glory," and dare to add any thing to the discoveries of English navigators. The writer maintains that the British Government should immediately fit out a rival expedition; and founds his arguments

on these grounds, viz.: science, trade and glory; and proceeds with his subject at length, to illustrate the great benefits to be derived therefrom. We trust that our government will not longer delay this expedition; the first contribution of this country to promote maritime discovery.—*Providence Journal*.

From the New Orleans Bee of May 13.

MEXICAN ACCOUNT OF THE CAPTURE OF THE GEN. URREA.—The following account of the capture of the General Urrea by the U. S. sloop of war *Natchez*, Commander Mervine, has been communicated to us by a Mexican officer, an eye witness to the whole affair, who has just arrived from Pensacola with despatches to the Mexican Consul in this city. He informs us that on the faith of this statement, Com. Dallas has released the Gen. Urrea. Preparing our readers to make the allowances which naturally will suggest themselves in perusing these details, we have complied with the author's wish to give them publicity, believing that they may tend, by a comparison with the statement which Captain Mervine may deem it his duty to make to the formation of an accurate opinion upon the subject. It is to be hoped that the mildness evinced by Commodore Dallas in treating the late outrage, and the known moderation and wisdom of Bustamante, may lead to a pacific termination of the existing difficulties:

Circumstances attending the affair between the Mexican brig of war Gen. Urrea and the U. S. sloop of war Natchez, at anchor off the Brassos, St. Jago.

The Mexican squadron, composed of the brigs *Libertador*, *Vencedor*, Gen. Teran and Gen. Urrea met with and communicated on the 1st of April in lat. 29 81, and long 88 13 6, in the meridian of Cadiz, with the schr. *Champion* from New Orleans bound for Matagorda, loaded with arms, provisions, and other merchandise. The Commanders of all of said vessels being called on board of the *Libertador*, held a council which lasted from 3 o'clock in the evening until midnight; the treaty with the two nations was examined, and after deliberation it was resolved that the schooner be sent to Matamoros; that she be delivered up to the Captain, and that the cargo be detained until the government decide whether it be confiscated or not. Of the 12 passengers 6 were put on board of the General Urrea, and the balance remained in the schooner with the captain, and his crew. On the 2d at 8 o'clock in the morning 6 soldiers and 3 seamen were sent from the *Libertador* with rations, and express orders were given by the commander of the squadron to the officer commanding the prize not to touch any thing belonging to the schooner, so as to avoid any claims that might hereafter be made, an order which was faithfully obeyed. At 10 o'clock, Capt Davis had the hatchways sealed, and at 6 o'clock P. M. the schr. got under way, escorted by the Urrea. On the 5th she anchored off the bar at the Brassos de St. Jago, being unable to get over it, and remained there until the 7th, when she crossed it. On the same day, the Louisiana came to the same anchorage bound for Matagorda, Texas, from New Orleans, having been taken by the squadron, and under the conveyance of an officer. She was also unable to cross the bar by reason of the violence of the waves.

On the 8th the corvette *Natchez* appeared. The Urrea hoisted her flag, and ordered the *Champion* to hoist hers (the American.) The corvet approached towards the anchorage, and sent a boat to the Urrea with some letters from the Commandant of Marine at Vera Cruz, to the address of the commander of the squadron. As soon as the boat returned she was sent back to the Louisiana; and immediately afterwards the *Natchez* anchored near the cannon of the Urrea, with port holes open and lighted matches, prepared to fire. Shortly after this, an order was sent for the Captain of the Louisiana, and the withdrawal of the seamen and soldiers on board of that vessel, stating that men would be sent from the *Natchez*.

The commander of the Urrea thereupon sent an officer on board of the Corvette, representing that he was not the capturer of the schooner, and could not depart from the orders he had received from the commander of the squadron, and that he was responsible for all the hostile acts that he might commit against that vessel. The commander of the Corvette answered by requesting that the clearance of the vessel might be shown him; and was told, that on the day of her arrival it was sent to Gen.

Bravo; but that he could either directly or through the medium of his consul obtain what he asked for. During the interval the same boat, belonging to the Corvette, transported the Mexican soldiers and seamen on board of the Urrea, placing in their stead seamen belonging to the Natchez.

On the 9th at 4 o'clock in the evening the Corvette got under way with the Louisiana in tow, directing her course N. E. On the 10th at 11 o'clock in the morning she moored herself within half a gun shot of the Urrea, and immediately afterwards sent a boat ashore, which stopped on its way and landed an officer on board the Urrea, charged with forbidding the commander of that vessel to make sail, under the penalty of being fired into. The commander of the Urrea, astonished at such a proceeding on the part of a friendly nation, did not know what to think, but informed the captain of the port of the circumstances in writing. At 5 o'clock in the evening, the boat returned with the secretary of the American Consul and an escort. These gentlemen were compelled to remain on the Corvette 4 days, by reason of the weather. On the 15th they went on shore, and on the same day the commander of the Corvette passed a communication to the captain of the port and informed him that although the schooners Champion and Louisiana had been illegally captured, they had been piratically captured; and that if free communication were not allowed him on board of the Champion, lying inside of the Brassos, St. Jago, he would make the brig General Urrea responsible, which was immediately under the fire of his guns. The same boat which carried this message stopped on her way to the shore, and signified to the commander of the Urrea that he must not hoist said sail, and that if he did he should be fired upon. The captain of the port replied that he had orders from General Bravo not to permit any communication with the Champion, but that the commander of the Natchez, could very easily, having a consul at Matamoras representing his nation, obtain what he asked for: and that as for the intention to make the General Urrea responsible, he should be aware of the responsibilities he incurred by insulting the flag of a vessel of war belonging to a friendly power. That besides this, there were three vessels ready to sail for New Orleans; and that the delay occasioned to them by his caprice would cause great prejudice to the interests of the merchants trading between that place and Matamoras. On the 16th the Urrea put up her sails to dry; at half past eight o'clock, the Natchez sent a boat to inform her that if she attempted to go to sea, she would be sunk; the Urrea informed the captain of the port of this message, and at 2 o'clock P. M. the same officer who had been on board in the morning, signified to the commander of the Urrea to lower his flag and pendant, or he would be fired upon. The commander of the Urrea replied, that until he was fired upon he would not pull down his flag. The answer was no sooner conveyed back to the Commander of the Natchez than a bullet fire was opened upon the Urrea. The Urrea with 4 pieces of 8 and a pounder of 12, being unable to contend against 12 24lb. pieces, and a heavy firing from the decks with grape shot, lowered her flag. It was only when the American flag was seen floating over the Urrea that the fort and schooner Bravo opened a fire, but the distance was so great that none of the bullets struck the Corvette. The commander of the corvette, wishing to land the crew of the Urrea, it was thought ashore that he intended to make an attack on the coast, and the fire from the fort was directed towards the 4 boats transporting them, when a ball struck an American schooner which was moored immediately in the direction of the embarkation. The crew of the Urrea returned on board of her and the Natchez made sail.

FOREIGN INTELLIGENCE.

FROM THE SANDWICH ISLANDS.—U. S. SHIP PEACOCK.—Later advices from these islands, up to Dec. 30, have been received. The Sandwich Island Gazette, Nov. 26th, has the following:

The Peacock arrived at Monterey after a very short passage, and sailed from that port in company with the Rasselas on the 30th October.

We step aside from our verbal information to quote from our private correspondence; an officer on board the Peacock writes under date of Oct. 28.—“We left

Honolulu with regret, because we feel assured that in no place we visit shall we experience a kinder welcome or a greater hospitality. Our passage to this port was pleasant, and was made in fifteen days, having anchored here on Monday, 24th instant.

“It is to be hoped that we have not visited California in vain; the Commodore at once commenced a correspondence on the subject of the claims of American citizens, and I hope he will succeed in settling them satisfactorily.” We hope so too.

ST. PETERSBURG, March 16, 1837.

MILITARY REVOLT.—There has been an insurrection, or rather a kind of military revolt, at St. Petersburg. A battalion of the Imperial Guard mutinied. It was not owing to any political origin, but to the severity of the Colonel. The Emperor Nicholas, with readiness and courage, hastened in person to the barrack, and his presence brought back the regiment to a sense of duty. A deputation of the soldiers explained to him their cause of complaint. The Emperor caused the barrack to be surrounded, and the soldiers to be decimated, they not having had cause of complaint. Some soldiers were, in fact, executed, and the regiment sent off immediately to the Caucasus. Poland is far from tranquil. Paskewitch, Lord Londonerry's friend, seems to wish to excite the very slaves to resistance.

He has published an order that as he passes through Warsaw, every one in the street must stand still instantly on perceiving him, and take off his hat. This modern Gessler may yet find a Tell. Lately a British naval officer at the theatre directed his opera glass towards the box of the Princess Paskewitch longer than the prince thought polite. He caused the English officer to be arrested and sent to the guard house. The following morning he was told that he was at liberty; but he refused to stir, writing to the British Consul that he would remain a prisoner until he received reparation. After a world of attempts to bend the obstinacy of the officer, he was at last induced to proceed to the palace, where Prince Paskewitch did at length express his regret for the occurrence.

FRENCH COMMERCE.—It is shown by documents published by the Minister of the Marine, that the total amount of tonnage employed in the commercial navigation of France, with the exception of the fisheries and the coasting trade, was in 1833, 676,997 tons; in 1834, 767,439 tons, and in 1835, 797,684 tons. In these tonnages the trade between the mother country and the colonies employed in 1833, 181,595 tons; in 1834, 224,220 tons; and in 1835, 228,015 tons.

DOMESTIC MISCELLANY.

From the Old Colony Memorial.

INCIDENTS OF THE REVOLUTION.

Great and important events should ever be kept in memory, and also be often spoken of, and also be instilled into the minds of our children, and by them transmitted to their children, and handed down from generation to generation, to the latest posterity.

The American Revolution, taking into view the importance of its object, the injustice of the British claims that gave occasion to it, the unprepared state of the colonies to engage in such an important, such a difficult, such a dangerous enterprise, is an event that stands alone in the pages of history, and which ought never to be forgotten, but should be among the first things implanted in the minds of our children. It is true that they can never have the same sensations in contemplating the subject as those who lived at the time of the event, and participated in the efforts, the toils, and the dangers of the enterprise; yet they may have some lively ideas of the exertions, the toils, the dangers, and the success of their progenitors, in obtaining for them the high and the dig-

nified situation in which they stand in the scale of nations, and of the blessings they enjoy, of which all the residue of the world do not participate, but are ignorant.

I was led to these reflections by taking a review of old times, particularly of an event which took place in the year 1776, sixty years ago last September, which is probably now forgotten, or perhaps was never known but to a very few, whose lives have been lengthened out to this time. This was the first overt act done in the face of day, without disguise, (in the controversy with Great Britain) which, according to the jurisprudence, would be called treason. This originated and was consummated in the *Old Colony*. The British Parliament, in their mad career, had assumed to mutilate the charter of Massachusetts, which was a solemn contract between the King on one part, and the Province on the other, but a thing to which the Parliament was not a party, nor was it made under any authority from them, or with any reference to them; and with which they had no more right to intermeddle than the Bonzes of Japan. But this authority they assumed, and by an act took from the House of Representatives the right to choose the Council, (granted to them by the charter) and authorised the King to appoint the Council by his mandamus; and authorised the sheriffs of the several counties to appoint the juries instead of being drawn out of the jury box by the selectmen, as was provided by law. This gave an universal alarm, and involved a great body of the people in the utmost agitation and perplexity. The were not insensible of the dangers attending an opposition, and at the same time could not for a moment endure the idea of submitting to this notorious violation of their rights. They viewed the matter in every point, and considered that nothing could be so bad as tame submission; and as the Court of Common Pleas was to be holden at Barnstable the first Tuesday in September, they determined to begin with that first, and prevent that Court from doing any business.

Accordingly, a considerable body of men from Middleborough, more from Rochester, and many from Wareham, on the Monday preceding marched to Sandwich. Here they were joined by a considerable part of the population of Sandwich. The latter part of the day and evening were spent in organizing the body and establishing rules and regulations. Dr. Nathaniel Freeman was unanimously chosen conductor-in-chief of the enterprise, and officers of lower grade were appointed. Freeman (afterwards a Brigadier General) was a fine figure of a man, between 30 and 40 years of age. He had a well made face, a florid countenance, a bright, dignified eye, a clear and majestic voice; he wore a handsome black lapelled coat; a tied wig as white as snow, a set-up hat with the point inclined a little towards the right hand. In short he had the appearance of fortitude personified. On Tuesday morning, the body marched to Barnstable, and were there joined by a considerable part of the population of that town, making in the whole, about 1500, as was estimated. They took possession of the ground in front of the court house in a solid condensed body. The conductor took his stand on the steps of the court house door. Commissioners were appointed to ferret out the disaffected, and to bring them to a relinquishment in writing of their toryism; and, if any refused, to bring such before the body. All signed recantations, though some did it reluctantly. These recantations were afterwards pretty well imitated by Trumbull, in his *McFingal*:

"I now renounce the Pope—the Turk,
"The King—the Devil, and all his work!
"And if you will set me at ease,
"Turn Whig—or Christian—what you please."

But soon the Court made its appearance, led on by the high sheriff (Stone) with a broad cockade on his

hat, a long white staff in his left hand, and a drawn sword in his right. The Court (Otis, Winslow, and Bacon,) as the body did not give way, halted about an arm's length from the assemblage. Col. Otis, the Chief Justice, a very venerable looking old gentleman, addressed them and said: "Gentlemen, what is the purpose for which this vast assemblage are collected here?" He was answered by Dr. Freeman, standing on the door steps, with a loud and clear voice, as it was some distance to where the court stood: "May it please your honour—oppressed by the dangers by which we are surrounded, and terrified with the horrible black cloud suspended over our heads, and ready to burst upon us, our own safety, and all that which is dear to us, and the welfare of unborn millions, has dictated this movement to prevent the Court from being opened or doing any business. We have taken all the consequences under consideration; we have weighed them all, and have formed this resolution, which we shall not rescind." The Chief Justice calmly but firmly replied: "This is a legal and constitutional Court; it has suffered no mutations; the juries have been drawn from the boxes as the law directs, and why should you interrupt our proceedings?" Dr. Freeman replied; "All this has been considered; we do not appear here out of any disrespect to this honourable Court, nor do we apprehend that, if you proceed to business, you will do any thing that we could censure. But sir, from all the decisions of this Court of more than forty shillings amount an appeal lies; an appeal to what? To a Court holding their office during the King's pleasure; a Court over whom we have no control or influence, a Court who is paid out of the revenue which is extorted from us by the illegal and unconstitutional edict of foreign despotism, and where the jury will be appointed by the Sheriff. For this reason we have adopted this method to stop the avenue through which business can pass to reach that tribunal; knowing that if they have no business, they can do us no harm."

The Chief Justice then said: "As it is my duty, I now, in his Majesty's name, order you to disperse, and give the Court an opportunity to perform the business of the county." Dr. Freeman replied: "We thank your honor for having done your duty, we will continue to perform ours."—The Court then turned round and repaired to the house where they had put up.

A committee was then chosen, of which Dr. Freeman was the chairman, to wait on the Chief Justice, in the name of the assemblage, and request him to attend at Boston at the time the Governor had ordered a new General Court to meet, and demand his seat at the Council Board, he being one that was chosen. The Chief Justice answered in writing, that he thanked them for putting him in mind of his duty; that he had thought on the subject, and had concluded to attend and demand his seat, though he did not expect it would have any effect. However, the Governor, for some reason, issued another proclamation, forbidding the members of the General Court to meet.

I thought then, and I still continue of the same mind, that I never had seen, nor have I since seen any man whatever, who felt quite so cleverly and happy as Dr. Freeman did the whole of this time; and I think no man was better qualified to preside on such an occasion. Dr. Freeman then resigned his post, and at his recommendation, Major Otis, the Clerk of the Court, and son of the Chief Justice, was chosen his successor. The rest of the day was spent in receiving the recantations of the disaffected inhabitants, and in raising their liberty pole; the next day they returned to Sandwich. It is a duty I owe to the inhabitants of the town of Barnstable to say, that such was their urbanity, that few, if any of them, would receive any compensation for the board, &c. of those visitors.

On the return to Sandwich, some outrages had been committed by the disaffected, the liberty pole had been cut down, &c. This caused some little trouble; the perpetrators were arrested and brought *coram nobis*,

and after having received a severe reprimand and paying the just value of the liberty pole, signing recantations, and renouncing

"The Pole—the Turk,

"The King—the Devil, and all his work,"

they were liberated. This was the first act of the kind; and I believe there never was a Court of Common Pleas holden under the King's authority after this in the province, except in the town of Boston, where Governor Gage with his troops had it in his power to control all things of this nature.

This retrospection of these olden times resuscitates all the feelings, sensations, and animations which none can feel to the same degree, who did not live at the same time, and participate in the *fears* and the *hopes*, and in the toils and the dangers of those times. The contemplation of those events gives me a satisfaction unknown to the miser in counting his hoards of cash—the agriculturist when his corn, and his wine, and his oil increase, or the merchant when his ship returns laden with the riches of the East.

Population, like the human body, is in a constant state of mutation; we never see them twice in all respects the same. There may be some who took a part in this adventure, besides myself, who still live, but I know of none; there certainly is not one in the town of Rochester; and it is probable that a large majority of the county of Barnstable never so much as heard of the transaction. Strange as it may appear, I am acquainted with gentlemen who can talk very intelligibly of the history of England, and even of Greece and Rome, who know but little of the history of their own country.

ROCHESTER, March 11, 1776,*

* In seventeen hundred and seventy six,
On March the 11th the time was prefixt,
Our forces marched over to Dorchester neck,
Made fortifications against an attack,
And early next morning when Howe did espy,
The works they'd thrown up were so copious and high,
Said he, all my men in six months with their might,
Could not make such forts as they've made in one night.

ARMY.

RESIGNATIONS.

Second Lieut. G. W. Morell, Engr. Corps, 30 June.

Second Lieut. J. G. Reed, 7th Infy. 30 June.

TRANSFER.

2d Lieut. J. L. Donaldson, from the 3d to the 1st Arty.

OFFICIAL.

GENERAL
ORDERS,
No. 32.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, May 19, 1837.

1. The circumstances of the frontiers, and the positions which the troops are about to assume, rendering it necessary to make an alteration in the line which heretofore marked the limits of the two great Military Divisions, the following line will hereafter separate them:—commencing at the mouth of the Mississippi, thence up that river to Cassville, in the Territory of Wisconsin, and thence north to the line of demarkation between the United States and Canada. All west of that line, to be the Western Division, and all east, the Eastern Division.

2. The WESTERN DIVISION to be commanded by Brevet Major General Gaines; Head Quarters, Jefferson Barracks.

3. The EASTERN DIVISION to be commanded by Brevet Major General Scott; Head Quarters, Elizabethtown, New Jersey.

4. To facilitate the duties at the Division Head Quarters, besides the two Aides-de-camp allowed to each General, one of the Inspectors General will be attached as Chief of the Staff, to perform the duties of Adjutant and Inspector General. Accordingly Inspector General Wool is assigned to the Eastern Division, and Inspector General Croghan to the Western Division. They will report in person at the respective Division Head Quar-

ters, as soon as they shall be relieved from the duties in which they are now engaged. They will receive and execute the orders of the Commanding Generals.

5. To give more immediate effect to the military operations on the frontiers, the Divisions will be subdivided into Departments, as follows:

Department No. 1. All the country embraced within the Western Division above the 37th degree of north latitude.

Department No. 2. All the country within the Western Division below the 37th degree of north latitude.

Department No. 3. The States of Kentucky, Tennessee, Mississippi, Louisiana, Alabama, Georgia, and the Territory of Florida.

Department No. 4. South Carolina, North Carolina, and Virginia.

Department No. 5. Maryland, Delaware, Pennsylvania, New Jersey, and New York.

Department No. 6. Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, and Maine.

Department No. 7. Ohio, Michigan, Indiana, Illinois, and that part of Wisconsin Territory embraced within the Eastern Division.

BY ORDER OF MAJOR GENERAL MACOMB,

J. N. MACOMB, A. A. Gen.

SPECIAL ORDERS,
No. 36.

ADJUTANT GENERAL'S OFFICE,
Washington, May 20, 1837.

I. Assistant Surgeon R. Clarke, now at Fort Gratiot, and Assistant Surgeon Wolcott, now at Fort Mackinac, will proceed with the troops ordered from those posts to Fort Howard, and afterwards accompany General Brooke's command to Fort Crawford, where they will remain until further orders.

II. Surgeon Satterlee and Assistant Surgeon P. Maxwell will remain at their present station, Fort Howard; Surgeon L. Foot, and Assistant Surgeon McDougall, will continue on duty at Fort Winnebago, and Surgeon R. C. Wood, and Assistant Surgeon McLaren will accompany the 1st Infantry, ordered from Fort Snelling and Crawford to Fort Jesup, and continue to serve with it until further orders.

BY ORDER OF MAJOR GENERAL MACOMB:

J. N. MACOMB, A. A. Gen.

GENERAL
ORDERS,
No. 33.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, May 23, 1837.

I. The several Companies of the 1st and 4th Regiments of Artillery, instead of taking the positions indicated in "GENERAL ORDER" No. 53, of 1836, will, as soon as their services are dispensed with in Florida, be stationed as follows:—

The FIRST REGIMENT OF ARTILLERY will garrison the following posts:

1....FORT MONROE.

Company I.—Captain F. Whiting, (Bvt. Major.)

Company C.—Captain L. B. Webster.

Company B.—Captain D. D. Tompkins.

Company F.—Captain G. Nauman.

2....FORT WASHINGTON.

Company E.—Captain H. Saunders (Bvt. Major.)

3....FORT MACON.

Company G.—Captain R. M. Kirby, (Bvt. Major.)

4....FORTS JOHNSTON AND CASWELL.

Company A.—Captain G. Porter.

5....FORT MOULTRIE.

Company D.—Captain J. Dimick.

6....CASTLE PINCKNEY.

Company H.—Captain D. Van Ness.

The Colonel will take post at Fort Monroe, the Lieutenant Colonel at Fort Severn, and the Major at Fort Moultrie.

II....The FOURTH REGIMENT OF ARTILLERY will garrison the following posts:

1....FORTS IN THE HARBOR OF NEW YORK.

Company E.—Captain M. M. Payne (Bvt. Major.)

Company F.—Captain L. Whiting, (Bvt. Major.)

Company A.—Captain J. L. Gardner, (Bvt. Major.)

Company G.—Captain J. Munroe.

Company C.—Captain P. H. Galt.

Company B.—Captain J. M. Washington.

Company H.—Captain H. Brown.

2....FORT MIFFLIN.

Company I.—Captain J. Erving, (Bvt. Major.)
Company D.—Captain S. Cooper.

The Colonel will take post at Fort McHenry, the Lieutenant Colonel at Fort Columbus, and the Major at Fort Hamilton.

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING IN CHIEF:

J. N. MACOMB, A. A. Gen.

GENERAL
ORDERS,
No. 34.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, May 24, 1837.

Under the provisions of the 22d paragraph of the Army regulations, the following districts have been designated by the Quarter Master General, with the approbation of the Secretary of War, to govern in the operations of the Quarter Master's Department.

The Posts lying within the States of Maine, New Hampshire, and Massachusetts, except the Armory at Springfield, will constitute the *first* District, of which Boston is the principal station.

Those in Vermont, Rhode Island, Connecticut, New York, East Jersey, and including the Armory at Springfield, the *second* District, of which the city of New York is the principal station.

Those on the upper Lakes and their tributaries, including Fort Winnebago, the *third* District, of which Detroit is the principal station.

Those on the Missouri river and its tributaries, and on the Mississippi and its tributaries, above the junction of the Ohio, except Pittsburgh and Allegheny Arsenal, the *fourth* District, of which Saint Louis is the principal station.

Those within the States of Louisiana, Arkansas, Mississippi, Alabama, and the Territory of West Florida, the *fifth* District, of which New Orleans is the principal station.

Those in South Carolina, Georgia, and East Florida, the *sixth* District, of which Charleston is the principal station.

Those in North Carolina, Virginia, Maryland, and the District of Columbia, the *seventh* District, of which Washington is the principal station.

Those in Pennsylvania, Delaware, and West Jersey, the *eighth* District, of which Philadelphia is the principal station.

The foregoing arrangement will be observed by all concerned until it shall be altered by the competent authority.

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING IN CHIEF:

J. N. MACOMB, A. A. Gen.

NAVY.

ORDERS.

May 18—Lieuts. W. McBlair and J. B. Cutting, and Passed Mid. W. C. Griffin, and H. N. Harrison to report to War Department. [Understood to be with the view of being employed as assistants to Major J. L. Smith, in superintending the erection of Light houses.]

May 19—Surgeon B. R. Tinslar, Navy Yard, Boston, vice W. Whelan, relieved.

20—Mid. R. Allison, Navy Yard, Philadelphia.

22—Mid. H. Eld, Recg. ship, New York.

Boatswain L. Gallagher, Navy Yard, Boston.

Com'r. S. H. Stringham, do. New York.

23—Asst. Sur. J. F. Sickels, do. do.

P. Mid. J. J. White, do. Portsmouth.

Mid. W. P. Gamble, and B. T. Wilson, Recg. ship, New York.

RESIGNATION.

James M. Bankhead, Midshipman, 23 May.

VESSELS REPORTED.

Schr. Grampus, Lt. Com. McIntosh, sailed from Havana, 11th inst. on a cruise.

Ship Independence, Commo. Nicolson, having on board Mr. DALLAS, our Minister to Russia, sailed from Boston on Saturday.

Ship Erie, Com. Renshaw, and brig Dolphin, Lt. Com. McKenney, were cruising off the bar of Rio Grande, 27th March.

MARRIAGES.

In this city, on Tuesday evening last, by the Rev. Mr. HAWLEY, Lieut. GEORGE M. BACHE, of the U. S. navy, to Miss ELIZABETH C. daughter of Commodore D. T. PATTERSON.

In Alexandria, D. C., on the 18th inst. by the Rev. RUEL KEITH, D. D., Dr. BENJAMIN KING, of the U. S. army, to VIRGINIA, daughter of the late BENJAMIN PRICE, of Va.

At West Point, N. Y. on the 15th inst. Lieut. SIDNEY BURBANK, of the U. S. army, to Miss ISABELLA MARY SLAUGHTER, daughter of SAMUEL SLAUGHTER, Esq., of Culpeper, Virginia.

In Baltimore, on the 22d inst., Dr. JAMES C. PALMER, U. S. navy, to Miss JULIET GITTINGS, of that city.

DEATHS.

At Portsmouth, N. H., on the 18th instant, Lieut. JOSEPH W. HARRIS, of the 3d regiment of U. S. artillery, aged 32 years.

At St. Augustine, on the 19th inst., Lieut. JOHN F. KENNEDY, of the 1st regiment of U. S. artillery.

At Brooklyn, N. Y. on Saturday last, of consumption, Lieut. ROBERT W. JONES, of the U. S. navy.

At Brooklyn, N. Y. on Saturday last, CHARLOTTE VIRGINIA, aged 4 years and 10 months, daughter of N. B. PEED, of the navy.

In Staunton, Va., on the 17th inst., Mrs. MARGARET HEISKELL, wife of Dr. H. L. HEISKELL, of the U. S. army.

In Louisville, Ky., Mrs. SOPHIE M. PHILLIPS, wife of Capt. J. A. PHILLIPS, of the U. S. army.

In Stafford county, Va., on the 15th inst., in the 35th year of his age, ROBERT CARROLL BRENT, formerly of the U. S. army.

NAVY COMMISSIONERS' OFFICE.

March 18, 1837.

LIVE OAK TIMBER.—Sealed offers, endorsed "Offers for Live Oak for small vessels," will be received at this office until 3 o'clock, P. M. of the first day of June next, for the supply of Live Oak Timber as follows, viz:

No. 1. For the frame timber and keelson pieces, and the promiscuous timber for one sloop of war, (small class,) to be delivered at the Navy Yard, Charlestown, Massachusetts.

No. 2. For the frame timber, keelson pieces, and the promiscuous timber, for one sloop of war, (small class,) and one smaller vessel, to be delivered at the Navy Yard, Brooklyn, New York.

No. 3. For the frame timber, keelson pieces, and the promiscuous timber, for one small vessel, to be delivered at the Navy Yard, Philadelphia.

No. 4. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the Navy Yard, Washington, District of Columbia.

No. 5. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the Navy Yard, Gosport, Virginia.

The quantity and dimensions of the promiscuous timber, for each vessel of each class, is as follows:

For each sloop of war, 1,500 cubic feet, which must be sided twelve inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each small vessel, 800 cubic feet, which must be sided eight inches, and be from ten to sixteen feet long; six of the longest pieces to side twelve and a half inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber, that is called for by the number to which it refers, the prices asked per cubic foot must be stated separately, or each and every class of vessels embraced in the offer and for the promiscuous timber of each class, separately from the other; all of which other is considered moulded timber.

The whole to be delivered before the first day of July, 1838, and as much sooner as practicable.

The said Live Oak timber must have grown within twenty-five miles of the sea board, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c. which will be furnished to contractors for their government; and must be free from all injuries and defects, which may impair the good quality of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties, (whose names must be forwarded with the offers,) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions, of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made, from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agents, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of failures to deliver the timber within the respective periods prescribed by the contractors.

The moulds will be furnished to the contractors, at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.

March 23—t15J.

NAVY COMMISSIONERS' OFFICE, }
18th March, 1837. }

LIVE OAK TIMBER.—Sealed proposals will be received at this office until three o'clock, p. m. of the first day of July next, for the supply of Live Oak Timber, as follows:

No. 1. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, two sloops of war, (one of each class,) and one smaller vessel; to be delivered at the Navy Yard near Portsmouth, N. H.

No. 2. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for one ship of the line, one frigate, and one steamer; to be delivered at the Navy Yard at Charlestown, Mass.

No. 3. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, one small vessel, and one steamer; to be delivered at the Navy Yard, Charlestown, Mass.

No. 4. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed for one ship of the line, one frigate, and one steamer; to be delivered at the Navy Yard, Brooklyn, New York.

No. 5. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, and one steamer; to be delivered at the Navy Yard, Brooklyn, New York.

No. 6. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for two sloops of war, large class, and two steamers; to be delivered at the Navy Yard at Philadelphia.

The quantity and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For each ship of the line 6,000 cubic feet; which must be sided 15 inches, and be from 12 to 20 feet in length, six of the longest pieces to side 22 inches.

For each frigate, 3,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet long, six of the longest pieces to side 19 inches.

For each sloop of war, 1,500 cubic feet, which must be sided 12 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each steamer, 1,500 cubic feet, which must be sided 15 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each small vessel, 800 cubic feet, which must be sided 8 inches, and be from 10 to 16 feet long, six of the longest pieces to side 12 1-2 inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for re-

placing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for each of the preceding timbers, and each offer must embrace all the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated separately for each and every class of vessels embraced in the offer, and for the promiscuous timber of each class separately from the other; all of which other is considered moulded timber.

At least one fourth of the whole quantity of timber embraced in each offer, comprising a fair proportion of the most valuable pieces, must be delivered on or before the last of March, 1839; one half of the remainder on or before the last of March, 1840, and the whole quantity on or before the last of March, 1841; and if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract, in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost, and other damages, which may be thus incurred.

The said live oak timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective Commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c. which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good qualities of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the Commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties (whose names must be forwarded with the offers) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agent, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of the failures to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.
March 23—t15J.

NAVY COMMISSIONERS' OFFICE, }
April 24, 1837. }

SEALED PROPOSALS for the supply of the Live Oak frame timber, and Live Oak beams and keelson timber, and promiscuous timber, for one Frigate, to be delivered at the Navy Yard, Gosport, Va. will be received until 3 o'clock P. M. of the first of July next, under the advertisement of 18th March last, in addition to the other timber therein specified, and subject to all the provisions of that advertisement, which requests proposals until the 1st day of July next.

April 27—t15J

JOHN SMITH, (LATE OF WEST POINT.)

RETURNS his thanks to the Officers of the Army for their long and liberal patronage, and having commenced business at No. 85, Maiden Lane, New York, will be happy to receive their orders.

His place of business being changed, all outstanding debts are particularly requested to be settled.

April 14—ly*

BOOK, PAMPHLET,
AND
JOB PRINTING
Executed with neatness and despatch
AT THIS OFFICE.